Ground

Pushback & Startup

In the Reykjavik CTA, all aircraft require clearance for startup, except for single-engine fixed-wing aircraft, and aircraft at uncontrolled aprons (as described in LOPs, e.g., Fluggardar at BIRK.) Single-engine fixed-wing aircraft may start up without ATC approval.

- Startup clearance may generally be issued upon request, except (for IFR departures) if flow control measures are in force. See the Flow Control page for more information.

If an aircraft requires pushback as well from its stand, GND may issue the pushback & startup clearance together (i.e., “push and start clearance.”).

Aircraft must have their squawk code set and their transponder on **before** they may be cleared for pushback.

First Contact with VFR

Upon first contact with VFR aircraft, GND should assign them a discrete (i.e., unique) squawk code, provide them with the local QNH, and ask for their intentions.

> Some registrations and callsigns have allocated squawk codes in Iceland (i.e., those registrations/callsigns will *always* use that squawk code.) These are published in an AIC in the Iceland AIP, currently **AIC A 09/2023** (published Aug 2023.)
>
> The BIRD sector file is configured to assign these codes automatically, so ATC does not generally need to handle these aircraft differently than others.

GND should coordinate with TWR to inform them of the aircraft’s intentions. This must be done before the aircraft reaches the runway holding point, so that TWR may advise if the pilot’s intentions cannot be accommodated due to airspace congestion in the CTR.

Taxi

Before taxiing, aircraft must be squawking their assigned code & their transponder must be on.

Taxi instructions should include the aircraft's taxi route and destination, as well as any necessary information or instructions to avoid obstacles or conflicting traffic (e.g., hold short, conditional instructions, etc.)

> “ICE123, taxi via N and E to holding point runway 01, cross runway 28, give way to the British Airways A320 on N.

If an aircraft will taxi through an apron as a part of its taxi, one may choose to include the apron in the taxi clearance, along with the cardinal direction that the pilot will be following. E.g., taxi southbound on the East Apron." This is not strictly necessary, but can improve the clarity of the taxi instructions.

Runway Crossing & Backtracking

TWR must approve all runway crossings, and GND communicates the crossing clearances to aircraft. I.e., aircraft remain on GND’s frequency during the crossing, even though the approval to cross comes from the TWR controller.

For **inactive** runways, TWR may issue a “blanket clearance” to GND to allow runway crossings on that runway without coordinating each individual aircraft with TWR. Any blanket clearance becomes automatically invalid if the runway in question becomes active, even if only for a one-off departure or arrival.

For **active** runways, GND shall always coordinate an individual clearance for each aircraft that must cross that runway. No blanket clearances may be granted.

If any aircraft must taxi on a runway for any reason, GND shall coordinate with TWR first, then transfer the aircraft to TWR when holding short of the runway.

Reaching the Holding Point

Once a departing aircraft is approaching the runway holding point for departure (or for taxiing/backtracking on a runway), GND should transfer the aircraft to TWR.

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